

**Sunnyside Road**  
**SM-907**  
**St. Mary's County**  
**Morganza vicinity**  
**18<sup>th</sup> century**  
**Public**

Located northwest of Leonardtown, Sunnyside Road is an inland route that extends 2.2 miles and links Route 242 to Route 5. At its midpoint, the road intersects with Pincushion Road. Sunnyside Road is an asphalt-paved, two-lane road with an average width of 20 feet. A few gentle curves and modest elevation changes characterize the alignment. It passes through a landscape characterized by open agricultural fields, densely wooded forests, and large-lot, semi-suburban residential development. A handful of intact historic farmsteads are found along the road, along with several late 20<sup>th</sup>-century agricultural complexes and several late 20<sup>th</sup>-century residences. The setting of the eastern half of the road has been altered by the demolition of several historic farmsteads and the establishment of a new development pattern.

Sunnyside Road is significant as the remnant of a longer, 18<sup>th</sup>-century route that connected the important trade centers of Chaptico and Leonardtown. Prior to 1800, the road was bypassed by what became Route 234. After that, Sunnyside Road became a local road that served the farmers living along it. It reflects the 18<sup>th</sup>- and 19<sup>th</sup>-century transportation trend towards the development of inland road networks in St. Mary's County. A few examples of 19<sup>th</sup>- and 20<sup>th</sup>-century farm complexes along the road illustrate agricultural and architectural trends in the county. Local lore suggests that the land along Sunnyside Road and adjacent areas was settled by Amish emigrants in the late 1930s, reflecting an important social development within the county.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. SM-907

### 1. Name of Property

(indicate preferred name)

historic Sunnyside Road (preferred)

other County Route 30087

### 2. Location

street and number Election District no. 3, Connects Route 242 to Route 5, south of Morganza ☐ not for publication

city, town Morganza ☒ vicinity

county St. Mary's County

### 3. Owner of Property

(give names and mailing addresses of all owners)

name St. Mary's County Board of County Commissioners

street and number P.O. Box 653, 23115 Leonard Hall Drive telephone 301-475-4200 ext.1300

city, town Leonardtown state MD zip code 20650

### 4. Location of Legal Description

courthouse, registry of deeds, etc. N/A

liber

folio

city, town

tax map

tax parcel

tax ID number

### 5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
- ☐ Contributing Resource in Local Historic District
- ☐ Determined Eligible for the National Register/Maryland Register
- ☐ Determined Ineligible for the National Register/Maryland Register
- ☐ Recorded by HABS/HAER
- ☐ Historic Structure Report or Research Report at MHT
- ☐ Other: \_\_\_\_\_

### 6. Classification

Category	Ownership	Current Function	Resource Count
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> landscape	Noncontributing
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> commerce/trade	<input type="checkbox"/> buildings
<input type="checkbox"/> site		<input type="checkbox"/> defense	<input type="checkbox"/> sites
<input type="checkbox"/> object		<input type="checkbox"/> domestic	<input type="checkbox"/> structures
		<input type="checkbox"/> education	<input type="checkbox"/> objects
		<input checked="" type="checkbox"/> transportation	<input type="checkbox"/> Total
		<input type="checkbox"/> funerary	
		<input type="checkbox"/> government	
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	
			Number of Contributing Resources previously listed in the Inventory
			0

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## 7. Description

Inventory No. SM-907

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### Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

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Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

### Summary Description

Located northwest of Leonardtown, Sunnyside Road is an inland route that extends 2.2 miles and links Route 242 to Route 5. At its midpoint, the road intersects with Pincushion Road. Sunnyside Road is an asphalt-paved, two-lane road with an average width of 20 feet. A few gentle curves and modest elevation changes characterize the alignment. It passes through a landscape characterized by open agricultural fields, densely wooded forests, and large-lot, semi-suburban residential development. A handful of intact historic farmsteads are found along the road, along with several late 20<sup>th</sup>-century agricultural complexes and several late 20<sup>th</sup>-century residences. The setting of the eastern half of the road has been altered by the demolition of several historic farmsteads and the establishment of a new development pattern.

### Location

Sunnyside Road in St. Mary's County is located south of the village of Morganza and north of Clements, a small hamlet at the head of St. Clements Bay. It is situated approximately four miles northwest of the St. Mary's County seat at Leonardtown. The road extends for approximately 2.2 miles between its start point at Route 242 (Colton Point Road) on the west and its end point at Route 5 (Point Lookout Road) on the east. Near its midpoint, it intersects with Pincushion Road, a local route that runs north-south.

Sunnyside Road is an inland road that traverses a mainly level elevated spine of land bordered by Locust Run and Miski Run on the north and St. Clements Creek and Nelson Run on the south. The spine has an average elevation of approximately 120 feet above sea level. The land slopes down steeply to St. Clements Creek on the southwest and to Locust Run on the northwest.

### Detailed Description

#### *The Roadway*

Sunnyside Road is an asphalt-paved local route that measures 20 feet in width. The travelway contains two lanes – one in each direction – that are divided by a painted double-yellow line. In addition, white striping defines the outer edges of the travelway. The pavement is in good condition.

The road's horizontal alignment is characterized by straightaways interrupted by a few gentle curves. Its vertical alignment is relatively level with only minor elevation changes. For most of its length, the roadway is at grade with the surrounding land; however, in some areas it is flanked by low embankments on one or both sides. The road is elevated above the surrounding land in only one location: where it passes through marshy area just east of its intersection with Pincushion Road (mile 1.6). This marshy area comprises the head of Nelson Run, which flows south and southeast into Breton Bay.

The roadway exhibits a low-pitched crown throughout its length. Except at its terminus at Route 5 (mile 2.2), no curbing or formal guttering is part of the roadway. Only a few culverts extend beneath the road surface; these appear mainly to accommodate intermittent drainage areas, not established waterways. The exception is at the marshland at mile 1.6. The culverts there consist of both concrete and metal pipes. The largest of these appears at the northwest corner of the intersection with Route 5, where a substantial concrete culvert is set in an embankment that is buttressed by rock. The large culvert drains into a drainage pond built on the Maryland Vehicle Administration (MVA) property located at the northwest corner of Route 5 and Sunnyside Road.

#### *The Right-of-Way*

The right-of-way of Sunnyside Road includes no formal shoulders; however, informal gravel and grass shoulders appear at different points along the road. There is a gravel-surfaced turn-around and parking area at the northeast corner of the road's intersection with Pincushion Road. For most of the roadway's length, shallow grassy swales provide basic drainage. Recent speed limit, traffic control (stop) signs, warning signs (farm vehicles), and street name signs appear intermittently within the right-of-way. These consist of

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standard reflective metal signs mounted to square wood posts or round metal pipes. Private property owners have posted a variety of property identification signs that include names and addresses of their properties.

Electric and telephone utility lines strung on pine poles line the right-of-way. For the majority of the road's length, the utility lines extend along the south side of the road, except for the first 0.2 miles where they appear on both the north and south sides.

What appears to be an abandoned road segment or an informal recreational vehicle path exists between approximately mile 0.2 to mile 0.3. This clearing could also be a utility right-of-way since the electrical lines run its length.

Residential driveways and other agricultural and industrial roadways intersect the right-of-way at random intervals. These are mainly gravel or dirt trails; some include culverts that allow the swales that parallel Sunnyside Road to drain beneath the driveways.

### *The Setting*

Located on the northwestern half of the peninsula occupied by St. Mary's County, Sunnyside Road traverses a rural area generally characterized by agricultural fields and forested land. The eastern and western ends of the road pass through areas where more dense residential development was constructed during the second half of the 20<sup>th</sup> century. By 1963, sand and gravel mining had commenced in areas adjacent to the viewshed north of the road; within the last 20 years, at least one additional gravel mining operation began on the south side of the road near the Bowles Farms. Land uses through the Sunnyside Road corridor consist of mainly agricultural and residential uses. The mining operations are not visible from the road.

The landscape that dominates the road's setting features open agricultural fields, deciduous forested areas sprinkled with evergreen trees, and one manmade farm pond. The open fields are bordered by dense forested areas; shallow tree and shrub lines divide some of the tilled fields on either side of the road. Modern wire fencing supported with metal posts enclose a few fields. The MVA property is enclosed by a six-foot tall chainlink fence. Cedars appear individually and in clumps along the road and near farm complexes throughout the corridor.

The views are typically open and distant, taking in wide vistas of open fields, groupings of farm buildings, and forests. The areas that have been more intensively developed for residential use contain more filtered and narrow views. Since there is little elevation change, panoramic views are rare along Sunnyside Road.

The only property located on Sunnyside Road that is included on the Maryland Inventory of Historic Properties (MIHP) is the John Guy Farm (SM-165), which is listed as an archeological site. The inventory form includes no historical or descriptive information and indicates that the site requires further study. From the road, the complex appears to include a circa 1880 house that may have earlier sections and at least three 19<sup>th</sup>-century tobacco barns. This property appears on the 1901 USGS Quad map.

While many of the architectural resources along Sunnyside Road are non-historic, the road's setting incorporates several historic farmsteads and a few pre-1950 dwellings. Only one of these has been noted in the MIHP. The eastern half of the road and the area near its intersection with Route 242 are dominated by non-historic architectural resources.

The historic farm complexes that remain and are visible along Sunnyside Road are located near mile 0.3 and Pincushion Road. The first of these stands on the north side of the road and contains large cultivated fields and a large grouping of barns, silos, and grain bins. The related residence is a two-story, brick building that appears to date to circa 1950. The complex appears on maps between 1901 and 1939. Just west of the intersection with Pincushion Road, another historic farmstead exists on the north side of Sunnyside Road. This complex is anchored by a two-story, late-19<sup>th</sup>-century frame house; several 19<sup>th</sup>- and 20<sup>th</sup>-century barns line the farm lane that extends north from Sunnyside Road.

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The eastern half of Sunnyside Road, between Pincushion Road and Route 5, contains a number of post-1950 houses and one post-1950 agricultural complex. USGS quad maps indicate that most of the buildings associated with the three farm complexes that once occupied this segment have been demolished. After 1939, the Bowles family property on the south side of the road was divided into large lots, and three new houses were built circa 2000. The Bowles Farm just east of Nelson Run contains a modular, one-story frame house and a number of agricultural outbuildings that were built after 1950. A few 19<sup>th</sup>- and early 20<sup>th</sup>-century tobacco barns remain on the south side of this road segment, but the related dwelling has been demolished. Likewise, a circa 1940 house on the south side has been altered and the accompanying farm buildings have been removed. On the north side, several mid-to late- 20<sup>th</sup> century frame and brick-veneer ramblers form a group about midway between Pincushion Road and Route 5. At the road's terminus, a cluster of three ramblers and one trailer on the south side of Sunnyside Road form a small residential enclave across from the MVA property.

Near the intersection of Sunnyside Road and Route 242, a grouping of mid- to late- 20<sup>th</sup>-century houses lines the north side of the roadway. These extend for approximately 0.3 miles east from the road's start point at Route 242 and include several modular homes, two brick ramblers, and a circa 1930, one-story, frame cottage. The modular homes appear to have replaced dwellings that stood in these locations in 1939.<sup>1</sup> A group of gambrel-roofed tobacco barns built between 1963 and 1984 are visible behind these dwellings; they are likely part of the farm complex that faces Route 242 just north of its intersection with Sunnyside Road.

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<sup>1</sup> United States Geological Survey. Leonardtown, MD Quadrangle (15 Minute Series), 1939. Maptech Historical Topographical Maps. Electronic Resource: <http://historical.maptech.com>.



## 8. Significance

Inventory No. SM-907

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> recreation	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> literature	<input checked="" type="checkbox"/> social history
	<input type="checkbox"/> community planning	<input type="checkbox"/> exploration/	<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation	<input type="checkbox"/> settlement	<input type="checkbox"/> military	<input type="checkbox"/> other: _____

**Specific dates** 18<sup>th</sup> through 20<sup>th</sup> century **Architect/Builder** unknown

**Construction dates** 18<sup>th</sup> century; 19<sup>th</sup> and 20<sup>th</sup> century improvements

Evaluation for:

☐ National Register ☐ Maryland Register ☒ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

### Summary Statement of Significance

Sunnyside Road is significant as the remnant of a longer, 18<sup>th</sup>-century route that connected the important trade centers of Chaptico and Leonardtown. Prior to 1800, the road was bypassed by what became Route 234. After that, Sunnyside Road became a local road that served the farmers living along it. It reflects the 18<sup>th</sup>- and 19<sup>th</sup>-century transportation trend towards the development of inland road networks in St. Mary's County. A few examples of 19<sup>th</sup>- and 20<sup>th</sup>-century farm complexes along the road illustrate agricultural and architectural trends in the county. Local lore suggests that the land along Sunnyside Road and adjacent areas was settled by Amish emigrants in the late 1930s, reflecting an important social development within the county.

### Historical Narrative

Today, Sunnyside Road is a secondary road that primarily serves local property owners; however, an 1860s map identifies it as the remnant of a main through route that ran from Chaptico to Leonardtown. In the 1860s, county surveyor Benjamin Tippet drew a map of the area surrounding what are today Sunnyside and Pincushion Roads. Tippet's map depicts a number of "old" and closed roads and road segments that criss-crossed the area. Tippet labeled what appears to be Sunnyside Road as the "Old road from Chaptico to Leonard Town." The intersection of what is today Sunnyside Road and Pincushion Road is labeled "Pincushion;" a name that local historian Pete Himmelhaber says referred to a small, wooded hilltop in the vicinity that resembled a pincushion (no such prominence was observed during fieldwork).<sup>2</sup> As originally conceived, Sunnyside Road was typical of the inland routes that developed in St. Mary's County during the 18<sup>th</sup> century. Like the Patuxent Path (now Route 235) on the county's eastern half, it skirted the headwaters of the major waterways that border the county (in this case, St. Clements Bay), thus avoiding the necessity of frequent river crossings.

Tippet's map is telling, for it suggests that routes between major places of government and commerce in St. Mary's County changed and were superseded by newer routes; some of these "old" roads apparently persisted even after their original purpose declined. Sunnyside Road is apparently one such survivor. The county's 1802 road book, which describes the various road divisions maintained by St. Mary's County road commissioners, may describe Sunnyside Road; it reads "the road from Bennet Saxton's, to and 'till [sic] it intersects the road leading from the head of St. Clements bay to Briton's bay by Roger's."<sup>3</sup> This description fails to mention the road's origin as a main route between Chaptico and Leonardtown, suggesting that the connection may have been broken by that time.

<sup>2</sup> Benjamin Tippet's Survey Book #2 (1859-1873), 31. On the Tippet map, Pincushion Road appears as "Shippy's, Shipper's or Sheppard's Road," as the "Road leading toward Patuxent," and as "Patuxent Road." What is now Route 5 is labeled the "Road towards St. Joseph's Church" and as "New Cut Road" or "New Road" on the Tippet map, indicating that it was relatively new in the 1860s.

<sup>3</sup> St. Mary's County Road Book, 1802, Upper Newtown Hundred, Entry #26, 8. Local historian, Peter Himmelhaber, who has researched roads in the county identified this entry as Sunnyside Road. Bennet Saxton was a tailor who emigrated to Charles County, Maryland from Upper Newtown Hundred in 1813. Regina Combs Hammett, *History of St. Mary's County, Maryland, 1634-1990* (Ridge, Md.: Published by the author, 1991), 96.

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After its abandonment as the main route between Chaptico and Leonardtown and its replacement by what is today Route 234 (Budd's Creek Road), Sunnyside Road probably continued to serve the local population as a convenient route to the villages of St. Clements Bay (later Clements), Morganza, and later Loveville. By 1865, the village of St. Clement's Bay incorporated a store, a post office, and a nearby wharf. Also, by connecting to present-day Route 5, Sunnyside Road provided access to the county courthouse, shops, and wharf located at Leonardtown.

Other local institutions may have generated enough traffic to keep Sunnyside Road open as a public route through the 19<sup>th</sup> and 20<sup>th</sup> centuries. These include the Maryland Springs School that was established circa 1842 on Route 5 approximately 0.2 miles north of its intersection with Sunnyside Road. The school was one of 25 public schools operating in St. Mary's County in 1852. There continued to be a public school at this location through the 1930s. Pupils from all parts of the Leonardtown district would have traveled over local routes such as Sunnyside Road to attend the school. The school may also have made the area a more popular residential district.<sup>4</sup> In 1896, the first industrial school to serve African Americans in St. Mary's County was organized as the Central Colored Industrial School. It was located on the east side of Route 5, across from its intersection with Sunnyside Road. In 1937, it became Banneker High School (now Banneker Elementary School). As the only high school for African Americans in the county, it originally drew black students from all parts of the county, some of whom boarded with families in the Loveville area.<sup>5</sup>

The name of the road may derive from a farm by that name. In 1872, W.A. Kirk, the owner of "Sunnyside" in the Chaptico election district, warned trespassers to stay away from his farm.<sup>6</sup> While the exact location of the farm has yet to be determined, other sources suggest that there was a farm of that name in the vicinity. In the early 20<sup>th</sup> century, Ben Love, the grandson of the village of Loveville's founder, married May Graves of "Sonnyside" in St. Mary's County.<sup>7</sup>

The John E. Guy farm (MIHP# SM-165) on the south side of Sunnyside Road at the southwest corner of its intersection with Pincushion Road, appears to be one of the road's most intact 19<sup>th</sup>-century farmsteads. By the early 19<sup>th</sup> century, the Guy family was living in the Clements area. Just after the turn of the 20<sup>th</sup> century, they established the Guy Brothers' Store, which became one of the largest general stores in the county.<sup>8</sup>

In 1939, a group of Amish came to the county from Pennsylvania and purchased farms in the area around Budd's Creek and Loveville. Some of these Amish families may have settled on existing farms or established new farms along Sunnyside and Pincushion Roads.<sup>9</sup>

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<sup>4</sup> Hammett, 297, 316, 320. USGS Leonardtown Quadrangle Map, 1939 (corrected 1951).

<sup>5</sup> Hammett, 323, 325.

<sup>6</sup> *St. Mary's Beacon*, 31 October 1872.

<sup>7</sup> J.M. Johnson, S.J., *Good News About... Citizens, Towns and Villages of St. Mary's County, Maryland* (n.p., n.d [ca. 1968]), 39-40.

<sup>8</sup> Johnson, 41-42. John E. Guy was elected to the St. Mary's County Board of County Commissioners. Hammett, 508.

<sup>9</sup> Robert E.T. Pogue, *Old Maryland Landmarks* (Bushwood, MD: published by author, 1972), 55-56.

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The alignment and configuration of Sunnyside Road has changed little since the late 19<sup>th</sup> century. Historic maps indicate that minor straightening occurred between 1901 and 1939. As late as 1939, the road remained unimproved, suggesting that it was a local route with minimum traffic. A 1959 MD Geological Survey map designated the western half of Sunnyside road as a "surfaced secondary highway," while the eastern half, east of Pincushion Road, was merely a "good motor road," suggesting that the eastern section had not yet been paved. By 1976, the road had been paved.<sup>10</sup>

By 1925, the state road system connected Clements to Route 5 via present-day Route 242; Route 234 from Chaptico was not part of the improved state roads system. This meant that the major north-south traffic to and from Leonardtown and points south bypassed Clements. Not until 1931 was the road from Chaptico to Clements improved with a gravel and shell surface and incorporated into the state road system. The establishment of State Route 5 at the eastern end of Sunnyside Road in the early 20<sup>th</sup> century connects it to the main route and best maintained road running out of the county from Leonardtown. Segments of Route 5 between Charlotte Hall and Leonardtown were the first roads to be paved in the county.

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<sup>10</sup> 1901 USGS Quad "Leonardtown," 1939 USGS Quad "Leonardtown," 1959 MD Geological Survey Map, 1976 St. Mary's County Bicentennial Commission map.



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## 9. Major Bibliographical References

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*See continuation sheet.*

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## 10. Geographical Data

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Acreage of surveyed property approximately 5.3 acres  
Acreage of historical setting approximately 300 acres  
Quadrangle name Mechanicsville

Quadrangle scale: 1:24,000 (7.5 minute)

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### Verbal boundary description and justification

The surveyed area encompasses the roadway and right-of-way, which were documented in depth. The road's setting or viewshed was not intensively surveyed; individual architectural properties and landscape features that are visible from the road were noted and characterized only as part of the larger road setting. The acreage of the survey area is based on the road's length and approximate width. The acreage of the historic setting encompasses the viewshed from the road and is an estimate based on the surveyor's approximation of the distance visible from the road. It was calculated using MERLIN, Maryland's online GIS-based mapping system, which includes an area measurement tool. Since historic setting is integral to understanding the character of the road, the entire viewshed was included in the acreage of the historic setting.

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## 11. Form Prepared by

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name/title	Kathryn Gettings Smith, Director of Architectural History and Preservation		
organization	History Matters, LLC	date	June 30, 2006
street & number	1502 21 <sup>st</sup> Street, NW, 2 <sup>nd</sup> Floor	telephone	202-223-8845
city or town	Washington	state	DC

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to:

Maryland Historical Trust  
Maryland Department of Planning  
100 Community Place  
Crownsville, MD 21032-2023  
410-514-7600

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

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### Major Bibliographical References

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Le Viness, Charles T. *A History of Road Building in Maryland*. Baltimore: Maryland State Roads Commission, 1958.

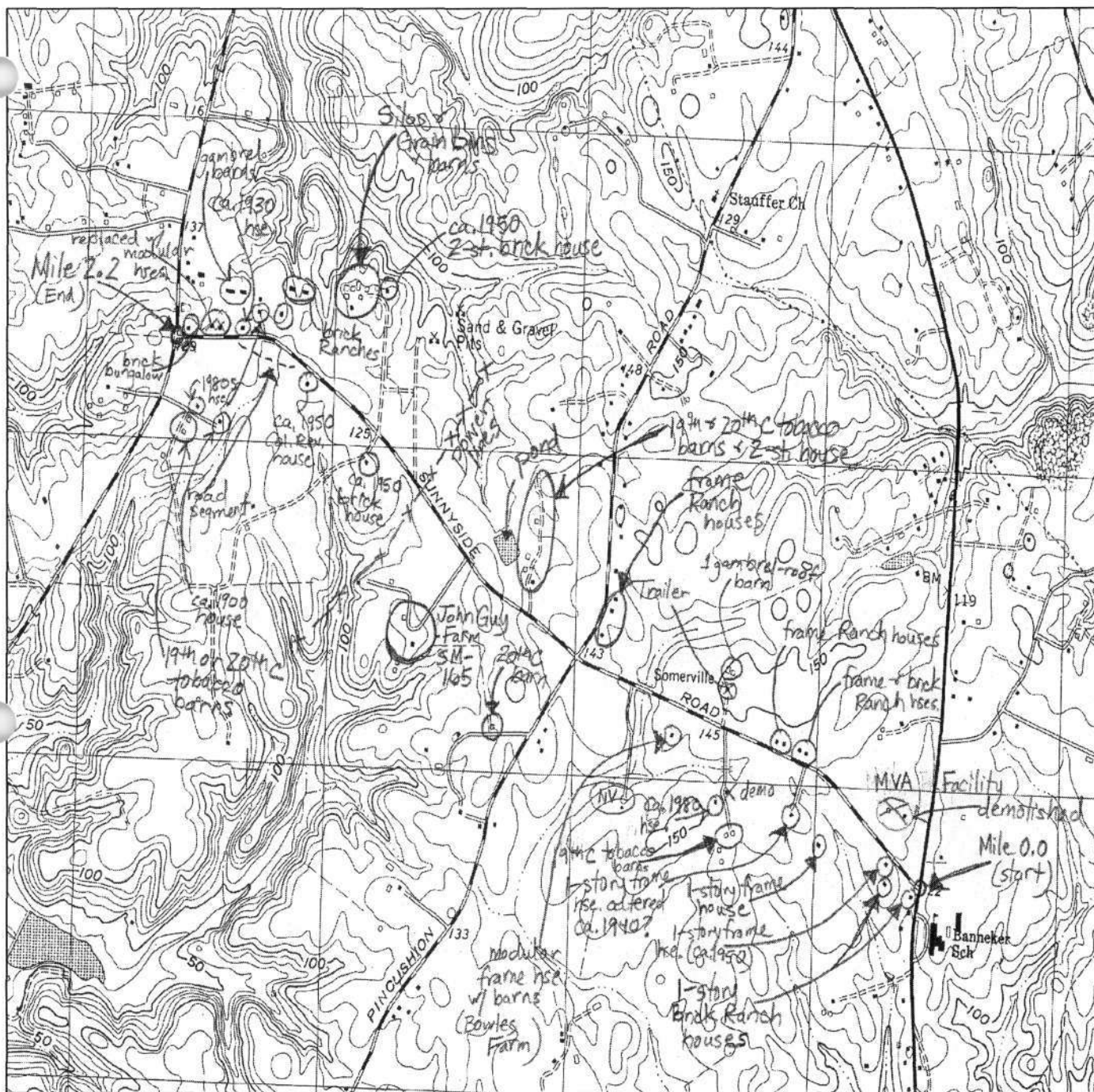
Marks, Bayly Ellen. "Rural Response to Urban Penetration: Baltimore and St. Mary's County, Maryland, 1790-1840." *Journal of Historical Geography* 8:2 (1982): 113-127.

Maryland Inventory of Historic Places Forms, SM-165, Available at the Maryland Historical Trust.

Pogue, Robert E. T. *Old Maryland Landmarks*. Bushwood, MD: Robert E. T. Pogue, 1972.

Ranzetta, Kirk. *Historic Resources of St. Mary's County, Maryland, 1600-1950*. National Register of Historic Place Multiple Property Documentation Form, 2000.

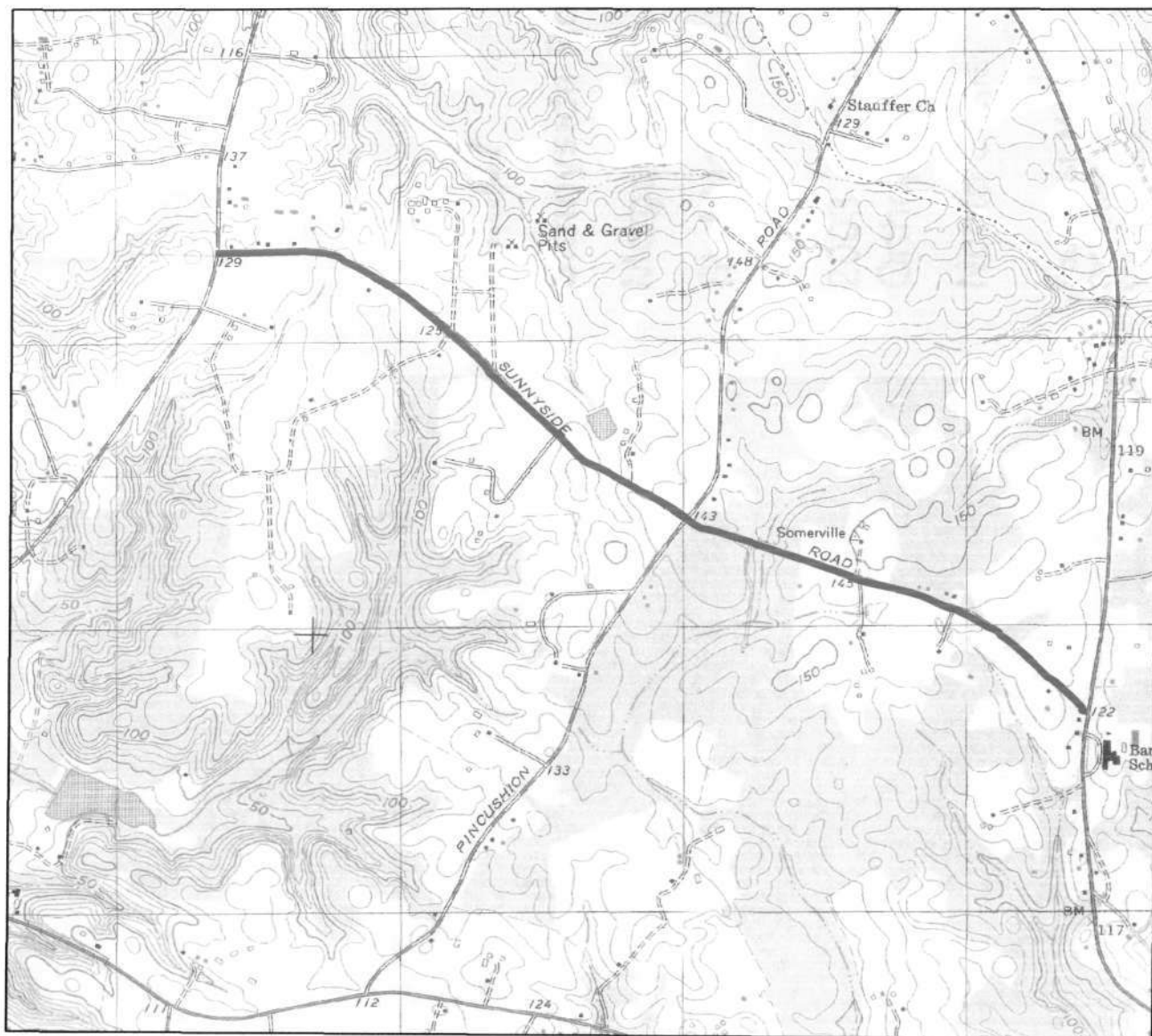
Tippett, Benjamin. County Survey Book #2 (1859-1873). Available at Maryland Hall of Records, microfilm collection



SM-907 Sunnyside Road  
Morganza vic.  
St. Mary's County, MD  
Resource Sketch Map  
Not to scale



Source: USGS "Leonardtown"  
Quadrangle Map  
1963 (bathymetry added 1982,  
photorevised 1984)



SM-907 Sunnyside Road  
Morganza vic.  
St. Mary's County, MD  
Location Map  
Scale 1:24,000



Source: USGS "Leonardtown"  
Quadrangle Map  
1963 (photorevised 1984)



**SM-907**

**Sunnyside Road**

Morganza vic.

St. Mary's County,  
MD

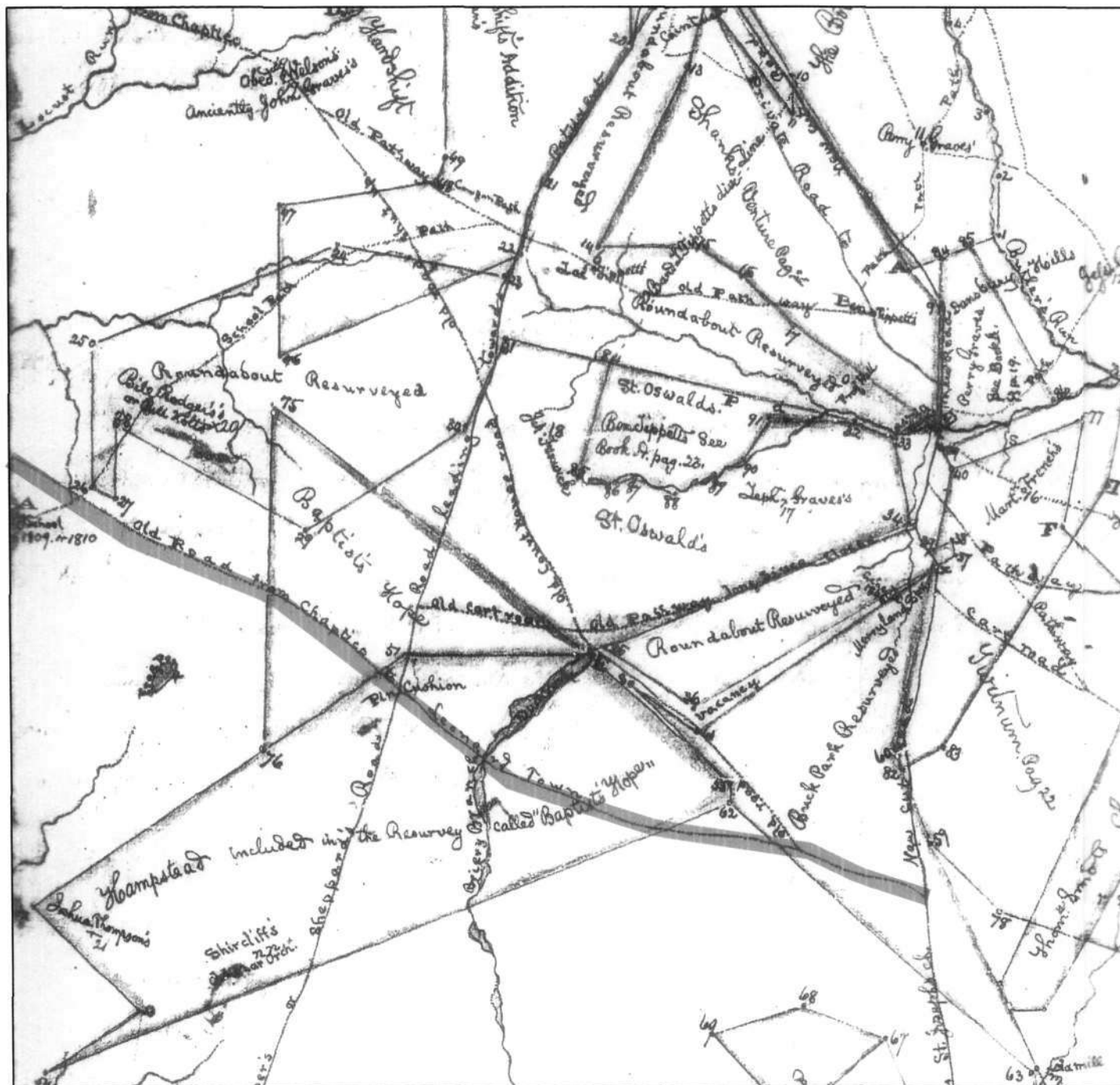
2003 Aerial  
Orthophotos

Not to Scale

Source: St. Mary's County  
GIS Department, Zoning Map  
Viewer, 2006.

Service Provided by St. Mary's County





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**SM-907**

## Sunnyside Road

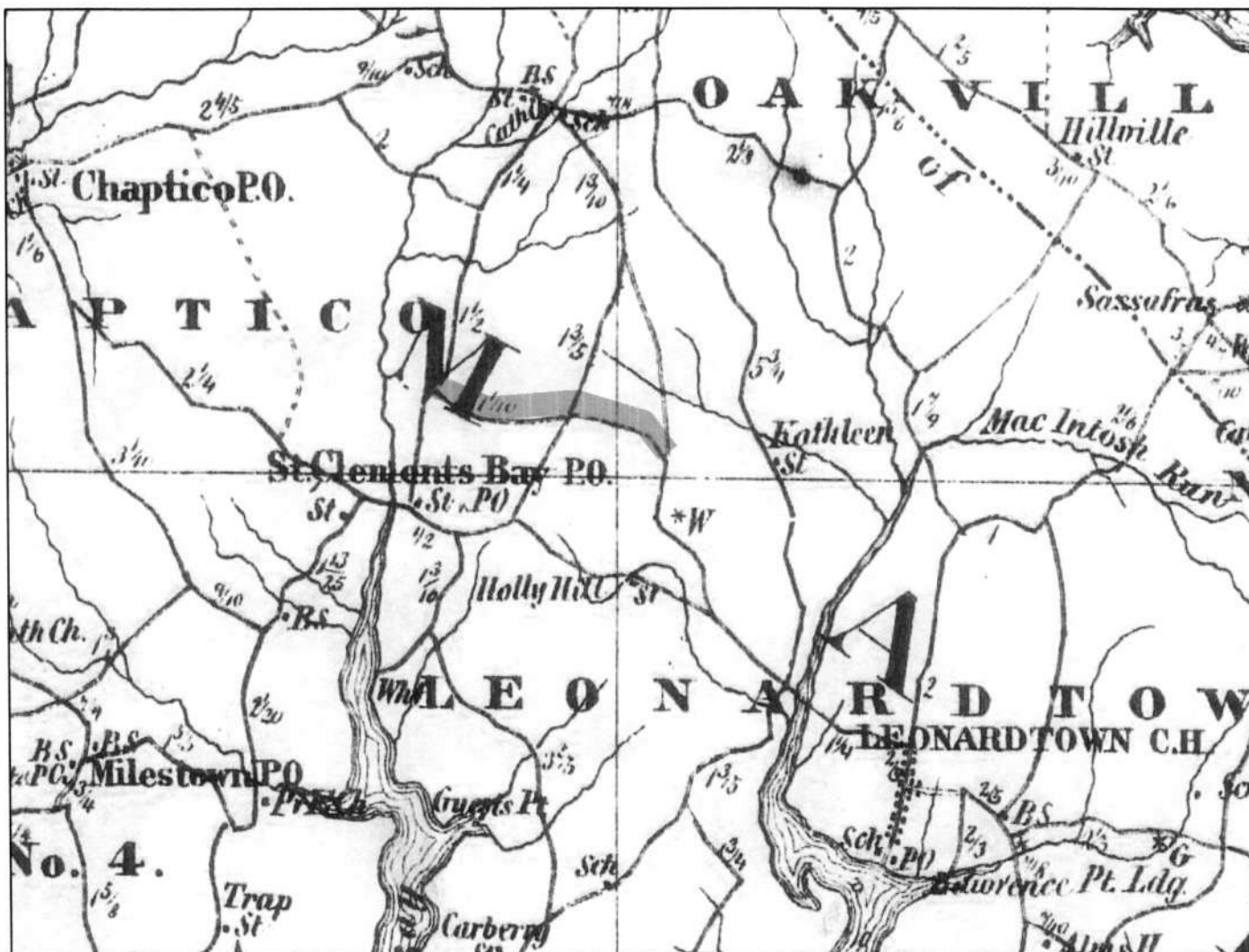
Morganza vic.

St. Mary's  
County, MD

## Historic Map

Not to Scale

Portion of a map from Benjamin Tippet's *Surveyor Log Book: Vol. B 1860-1873*. The location of Sunnyside Road is highlighted.



**SM-907**

**Sunnyside Road**

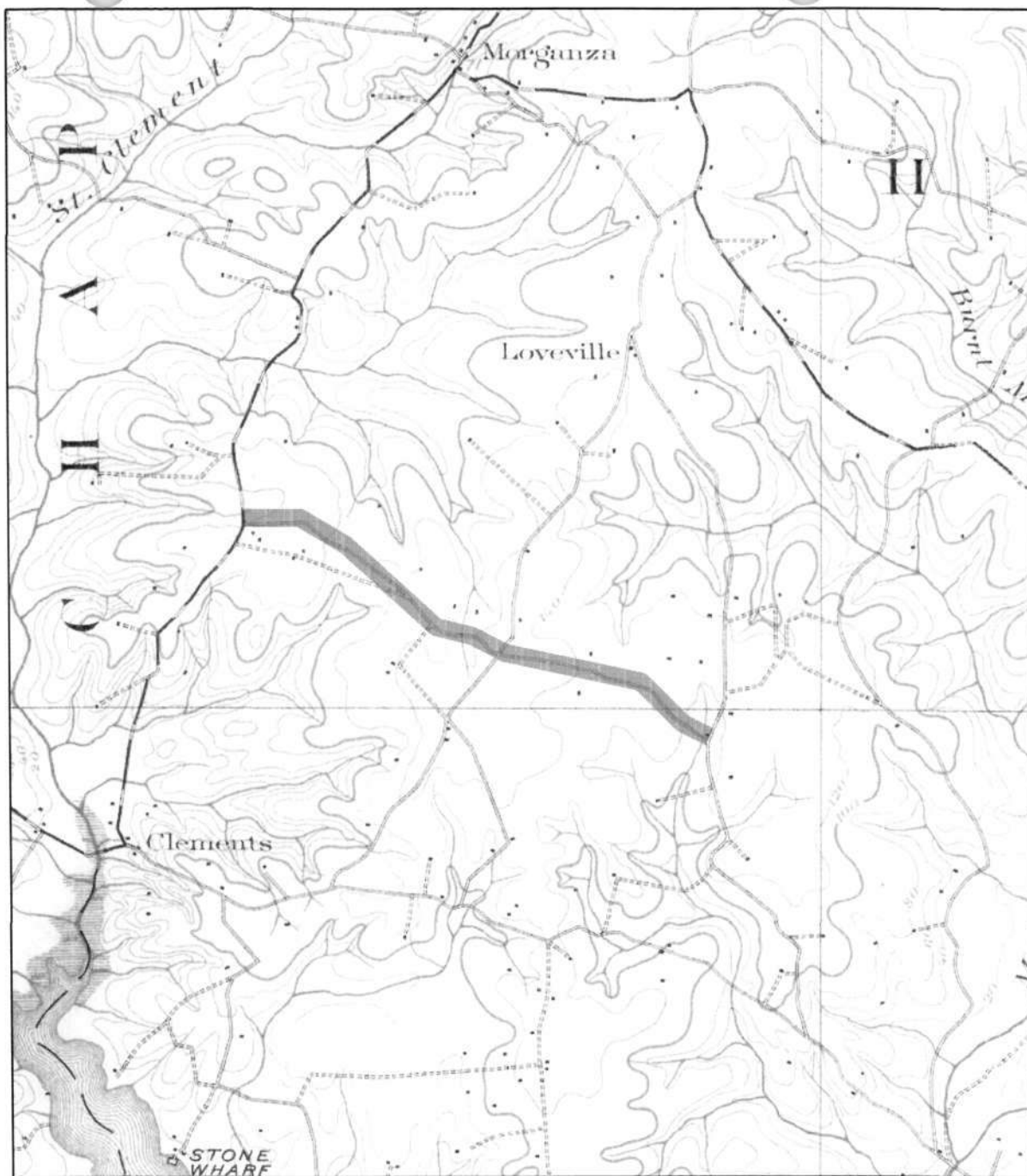
Morganza vic.

St. Mary's County,  
MD

Historic Map

Not to Scale

Section of Simon J. Martenet's  
1865 Map of Maryland:  
Including the District of  
Columbia, a Sketch of  
Delaware, and a Portion of  
Northern and Eastern Virginia  
Showing Some of the Most  
Interesting Localities of the  
Late War. The location of  
Sunnyside Road is highlighted.



**SM-907**

**Sunnyside Road**

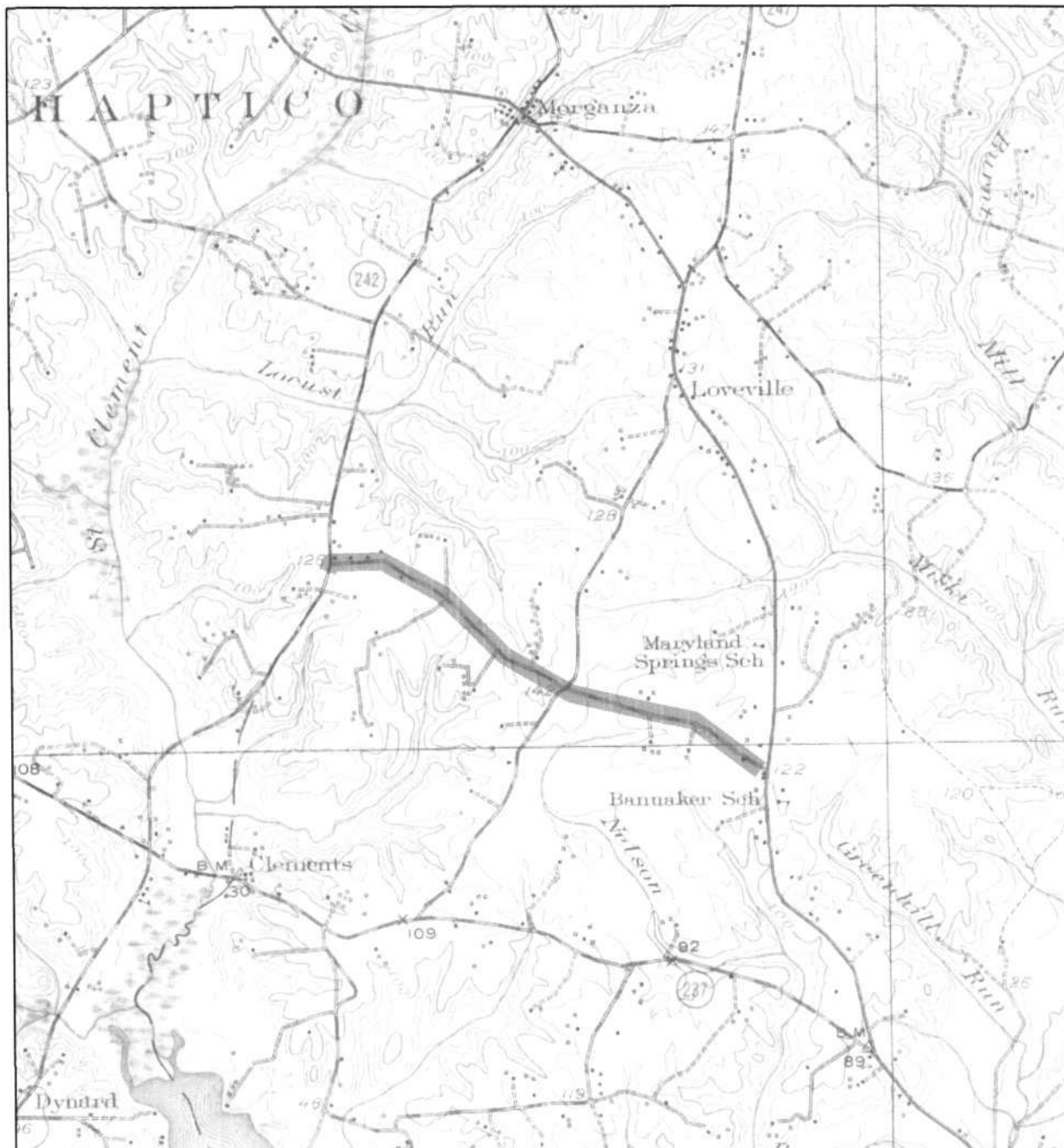
Morganza vic.

St. Mary's County,  
MD

Historic Map

Not to Scale

Section of United States  
Geological Survey, *Leonardtown,  
MD Quadrangle* (15 Minute  
Series), 1901. Maptech  
Historical Topographical Maps.  
The location of Sunnyside Road  
is highlighted.



**SM-907**

**Sunnyside Road**

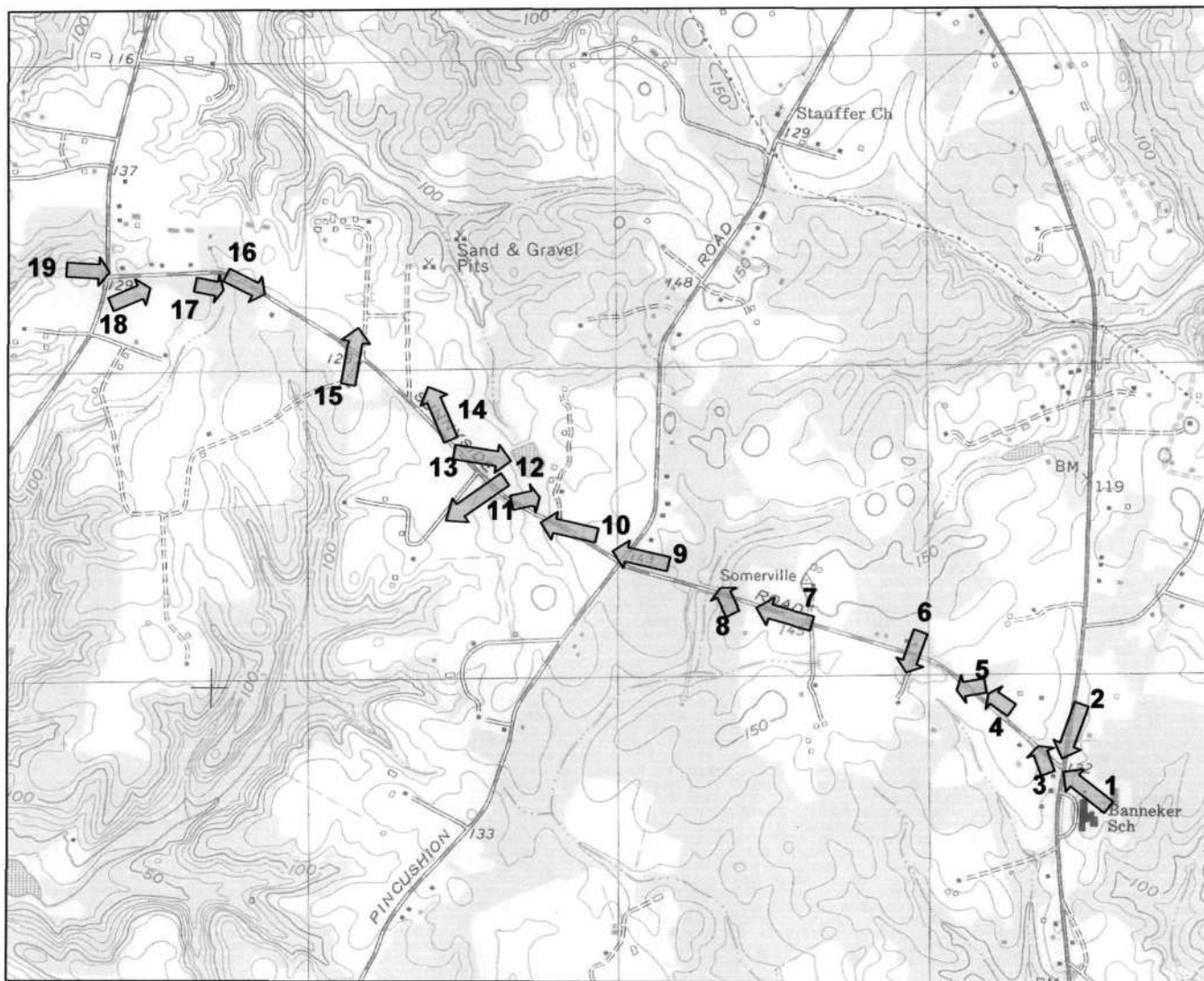
Morganza vic.

St. Mary's County,  
MD

Historic Map

Not to Scale

Section of United States  
Geological Survey, *Leonardtown,*  
*MD Quadrangle* (15 Minute  
Series), 1939. Maptech  
Historical Topographical Maps.  
The location of Sunnyside Road  
is highlighted.



SM-907 Sunnyside Road  
Morganza vic.  
St. Mary's County, MD  
Photo Location Key  
Not to scale



Source: USGS "Leonardtown"  
Quadrangle Map  
1963 (photorevised 1984)





Mile 0.0, looking NW up Sunnyside Rd. from across Route 5 (MVA complex on right)  
1 of 19



Mile 0.0, Detail of culvert crossing beneath Sunnyside Rd. at Route 5  
2 of 19



Mile 0.1, looking NW; MVA complex on right  
3 of 19



Mile 0.2, looking west  
4 of 19



Mile 0.5, looking SW at modern farms on south side of road  
5 of 19



Mile 0.7, looking south at ca. 2000 infill housing and historic & non-historic farm buildings  
6 of 19



Mile 0.8, looking west  
7 of 19





Mile 0.9, looking NW, showing raised roadbed in swampy/wooded area  
8 of 19



Mile 1.0, Intersection of Sunnyside with Pincushion Road, looking west  
9 of 19



Mile 1.03, looking west showing low embankment on left  
10 of 19



Mile 1.03, farmstead near NW corner of Sunnyside & Pincushion roads  
11 of 19



Mile 1.1, View south to John Guy Farm (SM-165) at 39850 Sunnyside Rd.  
12 of 19



Mile 1.1, looking east back toward Pincushion Road  
13 of 19



Mile 1.1, looking NW  
14 of 19



Mile 1.6, looking north at farm complex at 39720 Sunnyside Road  
15 of 19



Mile 1.75, looking SE  
16 of 19



Mile 2.0, looking east; old road alignment on right  
17 of 19





Mile 2.1, looking NE at modular houses on north side of road  
18 of 19



Mile 2.2, road terminus at Route 242, looking east  
19 of 19